

SUBURBAN REFORM

Transforming an intersection
into a destination

181
MARKET RATE
UNITS

58
AFFORDABLE
UNITS

853
P&R PARKING
STALLS



The Gateway, the main entrance into the site, links Architecture and Landscape to provide a unified environment and focus for the project.

The three building campus shows two residential buildings along the South edge of the site with the lower slung garage terraced into the hillside. Future Light Rail connection is to the project North via future pedestrian bridge. Both residential projects will have generous amenity spaces including green roofs for resident use. The mixed-use project will have a central courtyard open to the South along 38th Street.



This view shows the intimately scaled mid-block connection between the two residential buildings. This portal will provide a connection from 38th Street into the project adjacent to both residential lobbies.



The South Kirkland Multi-Modal Community is the first of its kind for the city of Kirkland, Washington. The new development will provide a precedent for interweaving greater density into a suburban area. The catalyst for this endeavor is the South Kirkland Park and Ride; a regional transit collector situated at the intersection of State Route 520 and the jurisdictional boundary between Bellevue and Kirkland. This transit node is a key element to the greater Seattle Metro regional transit system and facilitates smart, sustainable commuter options.

The vision for the project results from a collaboration between citizens, and municipal and county representatives. This is a campus of new buildings including 58 units of affordable residential living by the team of SMR Architects and Imagine Housing, a 181 unit mixed-use retail/residential building by Weber Thompson and Polygon Northwest and a new 530 stall garage for King County Metro, accommodating the increasing demand for the Park and Ride.

A new network of pedestrian linkages, plazas, courts and sidewalks will anchor the community to the neighborhood and provide activities for new residents and surrounding neighbors. Retail will line 38th Street and help activate the entry gateway plaza which will serve as a focal point for the entire project. The architecture and landscape will transition the lower scale residential fabric to the north with the larger commercial office/retail/mixed use projects surrounding the 520 corridor.

WEBER THOMPSON

PRINCIPAL IN CHARGE | SCOTT THOMPSON AIA, LEED AP BD+C
University of Washington School of Architecture
B.A. Environmental Design – 1977

DESIGN PRINCIPAL | JEFF BATES AIA
Columbia University M.A. – 1985
Texas A&M B.A. Environmental Design – 1980

PROJECT MANAGER | HINDY BLACK AIA, LEED AP BD+C
University of Oregon
B. Arch. – 1994

PROJECT DESIGNER | CODY LODI, LEED AP BD+C
University of Washington
M. Arch. – 2007

PROJECT COORDINATOR | DAVID SALVIONI
Paris-La Villette School of Architecture
Masters – 1999

JOB CAPTAIN | RENE CAPPUCCINO
Washington State University
M. Arch. – 2005

INTERIOR DESIGN PRINCIPAL | CARRIE SMITH IDA, LEED AP
Harrington College of Design – Interior Design – 1999
Drake University B.A. Magazine Journalism – 1991

LANDSCAPE/PLANNING PRINCIPAL
CATHERINE BENOTTO AIA ASLA, LEED AP BD+C
University of Toronto – B. Landscape Arch. – 1979
University Of California, Los Angeles – M. Arch. – 1987

LANDSCAPE DESIGNER | JAMES ELLINGBOE ASLA
University of Oregon – B. Interior Arch. – 1988
University of Washington – M. Landscape Arch. – 2009

SMR ARCHITECTS

PRINCIPAL IN CHARGE | JOHN WOODWORTH
University of Washington
B. Arch. – 1989

PROJECT MANAGER | PAUL HANSON
University of Texas
Masters – 2001

AMANDA HALUZEY
Washington State University
Masters – 2007

SUZANNE LARSON
California College of the Arts
B. Arch. – 2006

DOUGLAS ITO
University of Washington
Masters – 1996

SUSTAINABILITY COORDINATOR | POPPI HANDY
Ball State
B. Arch. – 1996

WEBER THOMPSON

